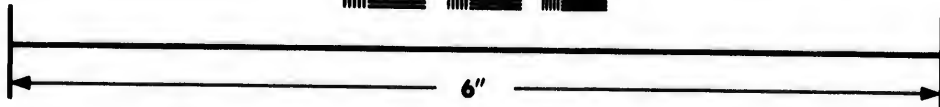
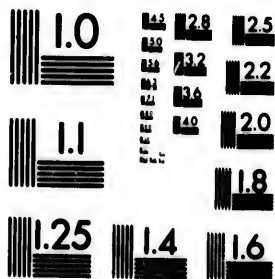


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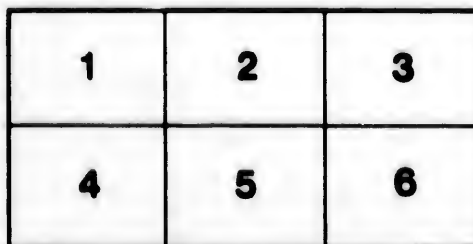
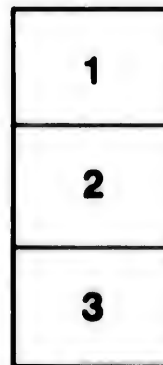
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# TO THE LAND OF GOLD



**DONT  
FORGET  
THAT**

**THE TERMINUS  
OF THE  
CANADIAN  
PACIFIC RAILWAY.**

**IS THE  
BASE OF SUPPLIES  
AND CONTROLS ALL THE  
ROUTES TO THE**



**AND  
BRITISH COLUMBIA  
GOLD FIELDS.**

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## The Vancouver Routes to the Yukon

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### Vancouver City the Best Point of Departure for the Yukon.

Vancouver is, undoubtedly the best point of departure for the Yukon country, within which lie the world-famous placer gold fields of the Klondike. There are, moreover, elsewhere in the Yukon than in the Klondike district—and all within the Dominion of Canada—immense areas that yet remain to be explored for gold, of which in most parts of the Yukon, traces are found.

Two main reasons may be given why Vancouver should next Spring become, and afterwards continue to be, the best point of departure for the Yukon region: First, Vancouver is of all ports and commercial cities of any note or magnitude, nearest the Klondike gold fields. Seattle, which is the nearest mercantile city in the United States to the Yukon country in general, has lately been extravagantly "boomed," in respect of its pretensions to be the best point of departure for the Klondike. But Seattle is some 200 miles south of Vancouver, and accordingly by so many miles further from the Yukon. Greater still are the differences in time of reaching and distance from the Klondike, as between San Francisco and Vancouver, these differences all being in favor of the Canadian City, whence by steamships, equally rapid and other equally efficient means of transit, the Yukon can be reached in three days less time and over a course shorter by some 800 miles than that by any San Francisco route. What, however, clinches the fact, that Vancouver will next Spring—before which time

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no gold-seeker should set out for the Klondike—become absolutely the best point of departure for the Yukon, is the Canadian Pacific Railway's close connection with Vancouver, which is its Pacific Coast terminus. Hence Vancouver enjoys the enormous advantage of rail and steamship connections of the speediest, safest and most comfortable character, first with other parts of Canada by the Canadian Pacific Railway's own famous route; secondly with all parts of the United States by the Canadian Pacific, and connected international railroads, and thirdly with the United Kingdom and the Continent of Europe, by means of fast Atlantic steamship services, the managers of which are ready to make convenient passenger booking and freighting arrangements in connection with the transcontinental and Pacific Ocean services of the Canadian Pacific Railway.

Nor are the above connections with the other parts of Canada, the United States, the United Kingdom and European Continent by any means all that specially favor Vancouver as a point of departure for the Yukon. For it must be noted that the fine ocean steamship service of the Canadian Pacific Railway Company can bring directly to Vancouver from or via China or Japan, any would-be Yukon gold-seekers, British or otherwise, hailing from the Orient, whilst the Canadian-Australian Steamship Company's well appointed mail steamers will bring direct to Vancouver a host of other gold miners and prospectors from Australia and New Zealand. It is, therefore, no exaggeration to say that the Canadian Pacific Railway and the Canadian-Australian Steamship Company can, with the aid of their respective associated rail and steamship services, book and convey quickly and comfortably to Vancouver, en route for the Klondike and other parts of the Yukon, passengers and freight from all important centres in the world, and more especially from English-speaking lands. And when next Spring multitudes of Yukon travellers arrive in Vancouver, there will be ample provision made for their safe, rapid, cheap and direct transport from Vancouver to the Yukon by Pacific Coast steamship and railroad services. Thus the Canadian Pacific Railway Company will either utilise in Spring the longer, but all-water route of the Pacific Ocean and the Yukon River, or more probably the much



shorter, in part water, in part road, or railroad route, via the Stickine River and Glenora or Telegraph Creek. The great Canadian Railroad Company proposes in Spring to operate on its Yukon service from Vancouver four or more swift and well appointed ocean steamships, whilst it will also place on connecting inland rivers and waters a fleet of freight and passenger steamboats.

The Stickine, or all-Canadian route, described later in this pamphlet, in Mr. Ogilvie's lecture is, indeed, almost certain to be the route most favored by the Canadian Pacific Railway Company and other Vancouver transport organisations, for by it the 1,600 miles that lie between Vancouver and Dawson City should be safely traversable in the Spring of next year in much less time than would at best be occupied in travelling the Yukon River route, via St. Michaels, the latter a course which is more than twice as long.

The Stickine route possesses great advantages also over travel to the Yukon by either the White Pass, the Chilkoot Pass, or the Dalton Trail. The commencing point of all of these routes can, however, be easily reached, if desired, from Vancouver, as the chief ocean steamers thence bound for the Yukon, will disembark passengers at all important points of entry for the Klondike country. As regards the Stickine route in particular, fine coasting steamers will next Spring run between Vancouver and Fort Wrangel at the mouth of the Stickine, the whole of which river is a navigable Canadian waterway, although the Stickine runs for a few miles above its mouth through United States territory.

The Stickine River being shallow, passengers and freight from Vancouver will, at Fort Wrangel, be transferred to well-appointed light draught steamboats and conveyed up the river for a distance of about 150 miles to Glenora, or to Telegraph Creek, which is 12 miles higher up stream, the depth of water at the time deciding which of the two places is to be the point of transfer. At Glenora, or at Telegraph Creek, a land journey to Teslin Lake commences over an easy grade of about 130 miles. This journey will probably, in the earlier Spring, be made by stage coaches, but later in the year may be taken, more easily and swiftly, by a rail-

road, for which the surveys are already made. This will almost certainly be operated by the Canadian Pacific Railway Company. On Teslin Lake the Yukon traveller will embark with his freight, aboard another steamer, which will convey him and his outfit and supplies to the Hootalinqua River, 80 miles distant, and thence via that river, the Lewis and the Yukon rivers—all really one great waterway—to his destination at Dawson City, distant only 135 miles further. There should accordingly be no difficulty next Spring in conveying passengers comfortably between Vancouver and Klondike during seven months, in the Spring, Summer and Autumn of each year, whereas at present (December, 1897), only the most robust and hardy can be deemed aught but ill-advised in the extreme, if they even attempt to make for the Yukon by any of the routes, which that by the Stickine River will next year largely supersede.

The all-Canadian route by the Stickine River has moreover yet another advantage worth noticing, that will probably commend itself to many northern gold-seekers. These will, on arriving at Glenora or Telegraph Creek, where the intermediate road or railroad journey of about 130 miles commences, find themselves in Cassiar, a region, itself possessed of gold deposits, of which in all probability the rude placer mining of the past has, in so vast a country, merely disclosed a small portion. Beyond Cassiar again is the gold-bearing district of Omineca, from which last region Chinese miners have recently brought many thousand dollars worth of gold dust. British and Canadian companies are already working the gold gravels and other auriferous deposits of Omineca, and similarly extensive operations will probably commence in Cassiar next year, simultaneously with the construction of the proposed railroad of the Cassiar Central Company. Hence Northern prospectors, taking the Vancouver-Stickine route will be able to find alternative opportunities for remunerative labor nearer home and in more genial regions, all situated within British Columbia itself. It should also be noted that Vancouver will, as a result of its favorable geographical position, be the last port of call for all Canadian and most American ocean steamships, conveying passengers and freight to the Yukon country.

## **Vancouver the Best Outfitting Point for the Yukon.**

Vancouver is, for several reasons, the best outfitting point for the Yukon. It has first, the advantage of being a great Western Canadian trade emporium, wherein every kind of Northern travelling, prospecting and mining equipment can be procured at reasonable cost. As a Canadian business city, Vancouver has great advantages over any United States trade centre, since even better supplies can be obtained there and these, as a whole, more cheaply than at points across the international boundary, whilst goods bought in Canada, on entering the Yukon, are subject to no import duties, which duties are on the other hand exacted on supplies bought in the United States to the extent of an average ad valorem levy of 30 per cent., which would add a large sum to the cost of an adequate Yukon outfit.

A careful comparison of the average prices in Vancouver and United States towns of a suitable and complete Yukon outfit, shows on the whole a difference in favor of Vancouver of about 20 per cent. in cheapness. Hence the Yukon traveller will save much expense and some delay and inconvenience by purchasing his outfit in Vancouver instead of in any Pacific Coast or other city in the United States. Vancouver also possesses advantages over even the cheapest supply centres in the United Kingdom, as it can offer Yukon stores and outfits, free of customs duties, and is, moreover, a city in which many outfit and supply traders, themselves in some cases old Northern prospectors or merchants, know far more exactly than can any English or Scotch provider, the requirements of so exceptional a country, as the Yukon. Hence British travellers for the Klondike should, in order to save the cost of import duties, as also the expense and trouble of transport over nearly 6,000 miles of sea and land, and in order also to secure outfits and supplies exactly suitable, purchase their supplies in Vancouver, where Yukon clothing, hardware and provisions, can also be specially packed and arranged for immediate safe transport northwards. This last desideratum is,

it may be added, of very great importance, since in that Northern land of much rain, snow and ice, exceptional care in arrangement and in water-tight packing is absolutely needed, unless supplies that may be vitally necessary to a Yukon traveller, are to be placed at grave risk of being made useless, or even worse than useless in the case, for example, of certain easily perishable food supplies. These points cannot be too strongly noted and made a basis of action by the prudent Yukon traveller. He will find no difficulty in the choice of goods and of reliable outfitters in Vancouver, where many keen competitors of long experience and special knowledge are ready to cater for his wants and are even now, in expectation of a great Spring trade with Northern prospectors, procuring exceptionally large and choice supplies.

### **Vancouver as a Place of Residence for Wives and Families.**

Some married Yukon prospectors will naturally prefer, at least until Dawson and other Klondike towns shall become further advanced in development, to obtain homes for their wives and families in some more Southern Canadian city, than which none better, nor more pleasant and convenient can well be chosen than Vancouver, which enjoys a climate similar to that of England, and affords also good social advantages. Vancouver is in addition, equipped with a generally excellent public educational system, including many graded schools and a High School, second to none in Western Canada, and has also churches and religious organisations, representing all the leading denominations and phases of thought, to which worshippers are respectively attached.

The cost of living is moderate; rents are reasonable while the water supply is both ample in quantity and unsurpassed in quality. In all respects Vancouver is one of the most healthy and desirable towns in which a family can make its home.

## Vancouver as a Centre of British Columbia Mining Activity.

It should not be overlooked—although this pamphlet mainly discusses Vancouver's connection with the Yukon—that any who wish to engage in gold or silver mining in British Columbia itself, cannot do better than set out for Vancouver and thence direct their inquiries and personal investigations of the wonderful mineral resources of Canada's Pacific Province. No region on earth is apparently richer than British Columbia in gold and silver, copper, lead and iron. Whether it be desired to ascertain the facts and possibilities of the gold gravels of Cariboo, Cassiar or the Omineca country, or those of the copper-gold mining districts of Rossland and Boundary Creek; the silver-lead ores of the Slocan, Nelson, Lardeau and Illecillewaet; the free gold deposits of Lillooet, and the North Bend district, or the copper-gold, silver-gold, and free gold deposits of the Coast and Island region of British Columbia, all these points can be well ascertained at, and the districts themselves conveniently reached from Vancouver, which is destined to become the Denver of British Columbia!

As showing the superior advantages which Vancouver offers over other places as an outfitting point, attention is directed to the following invoice of an outfit purchased in Seattle by a miner who recently left for the Yukon. It was supplied by one of the largest outfitting companies in Seattle. The amount charged for the clothing was \$71.95; for the groceries, \$54.60, or a total cost for the outfit of \$126.55. The invoice was given to a leading outfitting firm in Vancouver with a request that it be duplicated. This was done and the cost was: For clothing, \$59.10, or \$12.85 less than the Seattle charge. The bill for the groceries was \$49.60, or \$5 less than the sum charged in Seattle, showing a total saving of \$17.85 (equal to over 14 per cent) by purchasing in Vancouver instead of Seattle. Add to this an average duty of 30 per cent., which goods bought in the United States will be subject to on reaching the Yukon frontier, and it will be seen that nearly 50 per cent. will be saved by persons outfitting in the Canadian and not in the United States port.

**CLOTHING—**

2 Suits Heavy Knit Underwear.  
 6 Pairs Double Foot Wool Socks.  
 1 Pair Double Foot Wool German Stockings, Tufted Foot.  
 2 Blue Flannel Overshirts.  
 1 Heavy Woolen Sweater.  
 1 Suit Extra Heavy Mackinaw Coat and Pants.  
 1 Pair Each Heavy Woolen Gloves and Mittens.  
 2 Pairs Wool Lined Leather Mittens.  
 1 Pair Unlined Leather Work Gloves.  
 1 Wind and Waterproof Duck Coat, Blanket Lined.  
 1 Pair Heavy Duck Pants, Blanket Lined.  
 2 Pairs Heavy Riveted Overalls.  
 2 Pairs Heavy Overalls Jumpers.  
 1 Pair 8 lb. Blankets, any Color.  
 1 Pair 6 lb. all Wool Blankets, Grey.  
 1 Waterproof Oilskin Blanket.  
 1 Airtight Oilskin Bag, (for Tea, Sugar, etc.)  
 1 Heavy Duck Tent, 8x10, Alaskan Style.  
 1 Doz Best Quality Bandana Handkerchiefs.  
 1 Pair Heavy Giant Buckle Suspenders.  
 1 Heavy Scotch Wool Storm Cap.  
 1 Stiff Brim Cowboy Hat.  
 1 Pair High Cut, 2 Buckle Rubber Shoes.  
 1 Pair Hip Rubber Boots, (Pat. duck kind.)  
 1 Pair Specially Made Prospectors' Shoes.  
 6 Towels and Toilet and Laundry Soap.  
 6 Doz. Matches and Pocket Match Box.  
 Eye Protectors.  
 Buckskin Gold Bag.  
 Rubber Cement and Rubber Patching.

Quartz Glass and Compass.  
 Darning Yarn, Needles, Linen Thread, Buttons, etc.  
 Pocket Comb, mirror, toothbrush, etc.  
 Cost of the above, Seattle:.... \$71.95  
 Cost of the above in Vancouver: \$59.10  
 Saving in Vancouver.. .. \$12.85

**GROCERIES—**

300 lbs. Best Flour.  
 150 lbs. Best Sugar Cured Bacon.  
 100 lbs. Small White Beans.  
 10 lbs. Oatmeal.  
 20 lbs. Cornmeal.  
 20 lbs. Best Rice.  
 25 lbs. Best White Sugar.  
 20 lbs. Good Coffee in Can.  
 5 lbs. Tea in Can.  
 15 lb. Cana Evaporated Cream.  
 10 lbs. Baking Powder.  
 2 lbs. Baking Soda.  
 10 lbs. Table Salt.  
 20 lbs. Evaporated Potatoes.  
 10 lbs. Evaporated Onions.  
 1 lb. White Pepper, Ground.  
 ¼ lb. Mustard.  
 ¼ Pint Extra Vinegar in Can.  
 20 lbs. Evaporated Apples.  
 20 lbs. Evaporated Peaches.  
 20 lbs. Evaporated Prunes.  
 10 lbs. Split Peas.  
 5 lbs. Dried Raisins.  
 5 lbs. Candles.  
 Cost of the above in Seattle .. \$54.60  
 Cost of the above in Vancouver 49.60  
 Saving in Vancouver.. .. \$ 5.00

**Routes to the Yukon from Vancouver****No. 1.—The All-Canadian Route:**

Proceeds from Vancouver by ocean steamer to Fort Wrangel at the mouth of the Stikine River, thence up the river by steamboat, by the Glenora and Teslin Lake road and by Teslin Lake and the Hootalinqua and Yukon rivers to Dawson City. Distance, 1,600 miles. Will give in Spring easy and direct access by ocean steamship, stage or rail and river steamboat services, all interconnected.

**No. 2.—The White Pass Route:**

By ocean steamer from Vancouver to Skagway on the Lynn Canal, then over the mountain trail of the White Pass to lakes Bennett and Tagish, thence by the Lewis and Yukon rivers to Dawson. Distance, 1,478 miles.

**No. 3.—The Chilkoot Pass Route:**

By ocean steamer from Vancouver to Dyea, thence by the Chilkoot Pass to Lake Linderman, and by the lakes and

river courses mentioned in Route No. 2, and thence similarly on to Dawson. Distance, about 1,475 miles.

**No. 4.—The Dalton Trail Route:**

By ocean steamer from Vancouver to Pyramid Harbor in Chilkat Inlet, then making by trail from the Coast to Dalton's trading post, a distance of 100 miles; thence 250 miles further to Fort Selkirk, and afterwards by that river and the Yukon to Dawson City. A favorite route for cattle driving. Distance, about 1,380 miles.

**No. 5.—The St. Michaels and Yukon River Route:**

By ocean steamer from Vancouver to St. Michaels, at the mouth of the Yukon, a distance of over 2,600 miles; thence by Yukon River steamboats over a further length of nearly 1,700 miles, to Dawson. This is an all-water route and essentially a Summer one, the Lower Yukon being only navigable between mid-June and mid-September. Distance, 4,300 miles. The Lower Yukon route is liable to great delays through river shallows, impeding steamboat travel.

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## Summary of Vancouver's Advantages for Yukon Travellers.

These may be stated as follows, in proof of Vancouver's pre-eminence over any other Pacific Coast port:

(1) Vancouver is within Canada; consequently all supplies purchased there pass into the Yukon territory without examination by Customs officials, or subjection to an average import duty of 30 per cent.

(2) Vancouver is much the nearest port to the Yukon country.

(3) Vancouver is the only Canadian port, having close connections with the transcontinental railways and the direct steamers to the Yukon territory, passengers embarking at Vancouver, can step from the train directly on to the Yukon steamer.

(4) Vancouver possesses large outfitting companies and firms, which, during many years, have been engaged extensively in fitting out and otherwise supplying the needs of Northern miners and prospectors.

(5) Vancouver is in the case of married men, specially pleasant and convenient, as a place of residence and education for wives and children, respectively, whom it will often be thought advisable for a time at least to refrain from taking into the difficult country and trying climate of the Yukon.

As a result, those going to the Yukon will save time and money and avoid no little inconvenience and even difficulty, which would otherwise be encountered, if they went by any other route. They cannot, therefore, be too strongly urged in their own interest to book for the Yukon and Dawson City via Vancouver, being careful to mention Vancouver in their application.



## The Great Yukon District of Canada

About ten years ago Mr. William Ogilvie, F. R. G. S., began the work of exploration of this great and, at that time, almost unknown region. Mr. Ogilvie was sent there by the Dominion Government in connection with the survey which was to be made to determine the boundary line between Canada and Alaska in accordance with the provisions of the Treaty between Great Britain and the United States. The accuracy and exactitude of his work in determining the points has been shown by the fact that in the long stretch of hundreds of miles there has been only a variation of a few feet between the line marked out by Mr. Ogilvie and that established by the elaborate work of the United States Boundary Commission.

Since the completion of his work in connection with the delimitation of the Boundary Mr. Ogilvie has been engaged in general exploratory work of the vast Yukon region, including the district now become so famous—the Klondike gold fields. No man has such a wide and complete knowledge of the whole district as Mr. Ogilvie, while the most implicit confidence is placed in any statement he makes regarding it by the Canadian Government and people, as is also the case in regard to the opinion held of him by the hundreds of American miners who are now in that country.



For the past two years, while there has been no organised system of administration in the Yukon district, Mr. Ogilvie has truly been "the guide, philosopher and friend" of the miners and prospectors who were there. He has been the arbiter of their disputes; has surveyed their claims and his decision has been accepted as final in any question which arose. He has been constantly travelling over the district and has thus acquired such a thorough knowledge of its resources that any statement made by him is of undoubted authority.

Mr. Ogilvie has recently returned from his long sojourn in the far northern regions. On his way through British Columbia, a few weeks ago, he assented to the request that he would deliver a lecture on the characteristics and resources of a district which is now attracting attention all over the world, and the following report of his address will doubtless be read with much interest, especially by those who are thinking to "tempt fortune" by going to the "golden Klondike" in the course of the next few months.

Mr. Ogilvie, in commencing his lecture, said:

Mr. Chairman, ladies and gentlemen: After the very flattering introduction given me by the chairman and your very hearty reception, I feel called upon to make a few preliminary remarks in explanation of my position. I have come totally unprepared, except for a few notes I made this morning, having, I may say, had to snatch the time for the purpose from my visitors, who wanted to get information from me, but I have been able to compile a few notes. You know the general explanation which is often used by the good lady of the house when she says that your visit is altogether unexpected and has taken her by surprise, although you know that she has not only been good enough to expect, but has also during the past few days been busy making preparations for your comfort. However, you will see that I am not in that position, but am really in the position in which the good lady of the house professes to be and is not, with this important difference, that I cannot "cook" that which I have to serve to you.

If you will kindly allow this to be understood and pardon any shortcomings, I will do my best to give you all the information I can, and if you see any fault please attribute

it to this want of preparation. My hands are tied officially and I am not able to disclose certain things until a certain bluebook is published at Ottawa, which I hope will be early next year. I must also say that never but once before have I occupied a similar position to that in which I am placed to-night, and on that occasion I acted as chairman.

Now, to make a commencement of the subject, we will assume that we want to visit the Yukon country. I may say, Mr. Chairman, that I object to the use of the name Klondike, because that is a small portion of the territory we have up there in the Yukon region, in comparison with which the area of the Klondike would not compare any more than my hand would with that blackboard, and nearly all that vast stretch of country has yet to be prospected.

#### THE STICKINE ROUTE.

I will first introduce you to the several routes into this great gold-bearing region which are now known. Leaving this port by one of the steamers which run from here, we make our way through the well-known Seymour Narrows, taking care to time that passage to reach there at a suitable stage of the water, for it is well known that no ship can go through except at either high or low tide. In a few days, according to the capacity of the steamer, we reach Port Simpson, the most northerly seaport in British Columbia or Canada on the Pacific ocean. If we wish to make our way in in British bottoms we can here take the river steamers and proceed from Port Simpson to Wrangel, it being about 170 miles from the former point to the mouth of the Stickine River, proceeding up that river about 150 miles, or perhaps a little less distance, as will be proved when the surveys are made for the proposed railway facilities. That distance occupies 60 hours or a little more. From the head of the Stickine the road would follow through an undulating country which presents no obstacles to railway construction, and for the greater part of the distance of 150 miles is pretty well covered with timber. I would mention, however, that the natural food supply available for horses will not be sufficient for any great number. It might be said that enough would be found for say 200 head, but any great number would soon eat off what there is and it will be ne-

cessary that such arrangements shall be made as will render it possible for the natural supply to be increased by importing sufficient for any number over and above that.

Arrived at the head of Teslin Lake, we produce our whipsaws and commence to get out lumber for our boats. Now, whipsawing has been said to be one of the inventions of Satan, and when two are doing that work it is necessary for success that one shall push and the other shall pull; but when, as is too often the case with the tenderfoot, both either pull or both push, there is likely to be some inquiry from the man who is above what the other fellow is doing, and there may be some complimentary language indulged in, and the man below ask his partner to come down and have it out. And if the man below gets a grain of sawdust in his eye during the progress of the quarrel there will be quite a sulphurous atmosphere for some time. After a while, though, in spite of these difficulties, the boat will be finally got ready and then commences the trip down Teslin Lake, which is 80 miles long and bounded on both sides by high mountains. This distance is, of course, only as I have been told. We arrive at the head of the Hootalinqua after traversing the lake. This river is marked on the map as being the Teslin, which is the Indian name for a fish which is caught in the lake. The Hootalinqua River is about 125 miles long, so we have a total distance from Vancouver to Dawson City, by way of the Stickine, Teslin and Hootalinqua route, of 1,500 miles. At two points, one near the head of the river and one quite a distance below, there are obstacles in the way of steamboat navigation at certain times of the year during certain stages of the river. A few miles below the river broadens out into innumerable channels, until at last, at the lower end, it widens to two and a half miles. If one of these channels were deepened out, a sufficient depth of water could be obtained to allow of a free passage for a steamer drawing three or four feet without difficulty.

#### TAKU INLET ROUTE.

I leave you now at the mouth of the Teslin and go back to Wrangel, where we take an American boat to Juneau. There has been, during the last few months, some talk in regard to a proposed route by way of Taku Inlet. In 1894 and

1895 I was employed to go into that portion of the country. Taku Inlet is something about 18 miles long and leads up to a glacier of much greater size and affording considerably more danger to boats than the much talked of Muir glacier in Alaska. The ice is cast off in great avalanches and is continually breaking off. I have visited the Muir glacier and have never seen a breaking take place; whereas, in Taku, where I remained for three weeks, I saw large bodies of ice break away every day, and in every case a surge in the water was created that is dangerous to boats even to so great a distance as three miles away from the glacier. This Taku River extends for 60 miles. There are enormous gravel bars which render it impossible for steamboats to navigate it, although it is said that they might do so during the months of June or July—or during the warm weather. From the forks we go up by the left-hand branch about nine miles over to Tagish Lake. Along this route we meet with no very great difficulties and keep up about nine miles going past the Silver Salmon Creek. In regard to this route, however, I may say that I have not examined any considerable portion of it, but civil engineers are now exploring it, and their reports will, of course, be made public. From the summit there will be no difficulty in constructing a road to the head of Teslin Lake. We have here, then, two roads—one of them offering most perfect advantages with the additional greater one that it can be called an all-Canadian route if we choose to so name it.

#### OVER THE PASSES.

We go back again to the coast now, and proceed 100 miles above up to Skagway, where we find the celebrated White Pass route. From tide water to the summit of the White Pass is a distance of about 17 miles, four miles being all through timber. Above that the valley breaks, and any road will have to be constructed to lead along the hillside. An elevation of 2,600 feet is reached at the summit of the pass. Once on the summit the remainder of the 35 miles is tolerably level, but it is extremely rocky and the land is of very little value.

We now go to the Dyea route, which has been used by the Indians for generations. It is evident that they knew

their business in selecting it. The word Dyea is itself an Indian one, meaning "pack" or "load"—a very appropriate name for the trail. From tide-water to the mouth of the canyon it would be as easy to build a road as can well be imagined, as easy almost as to construct one along one of your city streets. From the mouth of the canyon to Sheep Camp construction is more difficult; in fact it would probably be necessary to suspend the road by iron girders from the sides of the cliffs. From Sheep Camp to the head of the climb is yet more difficult, as all who have gone over the road will heartily agree. It is very steep, and very, very stony. From the summit to Lake Linderman there is a decline of 1,320 feet, and the road has been somewhat improved of late. Lake Linderman itself, the first lake, is about four and a half miles long and between Lake Linderman and Lake Lecharge there is a sandy ridge three-quarters of a mile long, which brings us to the end of the present Dyea route.

Lake Bennett, which is first encountered on what is known as the Skagway route, is for the first half of its length, narrow and comparatively shallow. The other end of the lake is fully exposed to the strongest winds prevailing in that district, which frequently get up a very ugly sea, decidedly dangerous for small boats, as I have myself experienced. Cariboo Crossing, which is about two and a half miles long, brings us to Tagish Lake, which is about 17 miles long. Here the Mounted Police and the Canadian customs officers have been stationed. The geography of Tagish Lake is already pretty well known, nor need any special attention be given to Marsh Lake.

#### THROUGH CANYONS AND RAPIDS.

Twenty-five miles from Marsh Lake we come to the canyon, where the river is very swift and passes between almost perpendicular walls. Running the canyon is easily practicable, provided the boat is kept in the very centre of the stream. Do this and the boat rides through safely. If not, she will be dashed against the side walls of basaltic rock and pounded to pieces. In the middle of the canyon which is about five-eighths of a mile long, is the basin—a circular pool which it would be impossible for a man to climb out of. At the foot of the canyon is a very large rapid

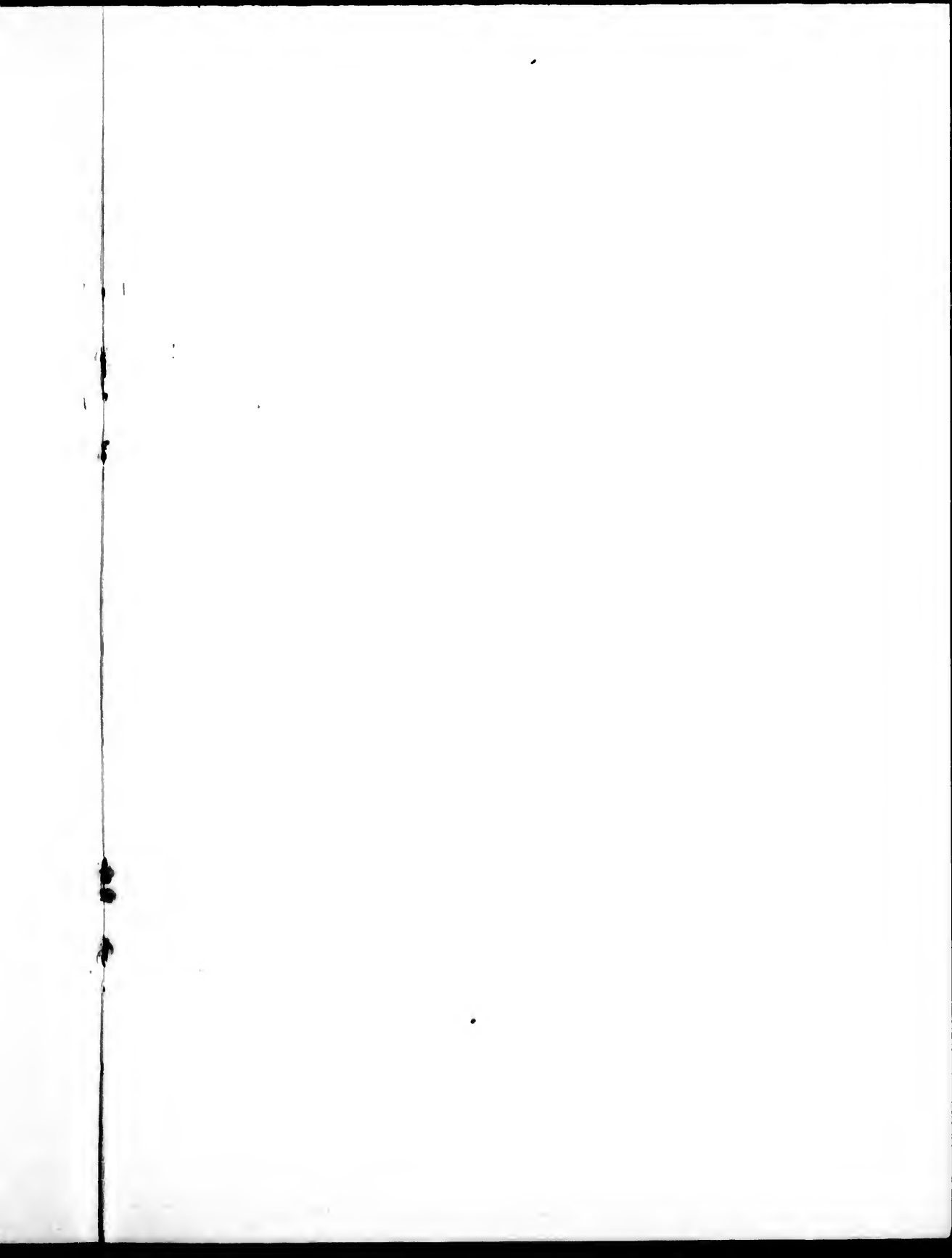
through which the boat goes so fast that she dips, taking in water unless the greatest care is shown. Should she get into the eddy, man and boat will be thrown on the bank, whether they will or no. Below the canyon there is another rapid, which, however, offers no special obstacle to a man wanting to go through. I have been through.

Below that is what is known as the White Horse rapid. Now, you can run the White Horse rapid if you want to—at least, you can try. I don't. I traced up 13 men who had lost their lives in running this rapid in a single season, and, though I cannot say so for certain, I believe that this must have been a large proportion of those who made the attempt. Of course for those who want to do the daring deed and talk about it afterwards, there is the White Horse rapid to be run. I don't do it, however. Below, at the Five Fingers, the river is partially dammed by a conglomerate rock standing like a pillar in the stream. Avoiding it, let the boat go easy and all will be well. But see that the boat doesn't dip or she will take in much more water than you require. Below this there is another rapid, and then the smooth and unhampered river, from which on everything is all right.

#### THE DALTON TRAIL.

Of the Dalton trail I know nothing by personal observation—only by report. I had an interview with Mr. Dalton, after whom the trail is named, in 1896, and I have also talked with Mr. McArthur, our surveyor, who has spent some time in that district recently. Of course, the substance of his report cannot be divulged at present.

The summit of this trail is about 45 miles from the coast and 3,000 feet above the sea; the watershed is about 75 miles from the coast, and Dalton's trading post 100 miles from the coast. Thence to the Pelly River is 200 miles further. This route passes over a nice undulating plain, well timbered in the valleys and with grass on the slopes, but not enough to feed any great number of animals. The first 34 miles of the Dalton trail is in disputed territory, the rest of it in Canada, just as is the case with the Dyea and Skagway trails. Now, for my part, I think that it is our duty as Canadians to sink all political differences—to let the fire of patriotism consume all feelings that would tend to retard



# MAP

OF THE

# KLONDIKE

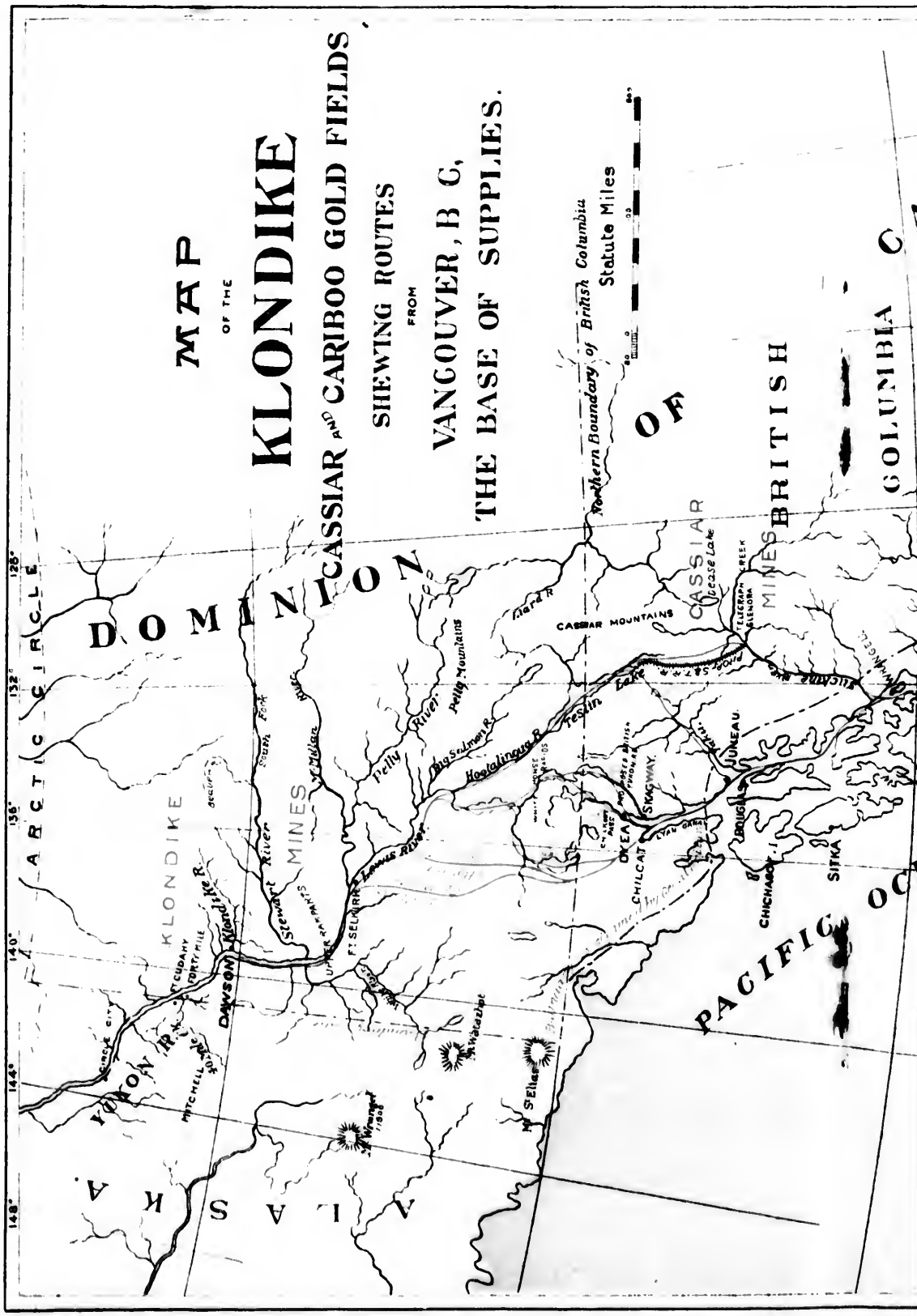
## CASSIAR AND CARIBOO GOLD FIELDS

SHOWING ROUTES

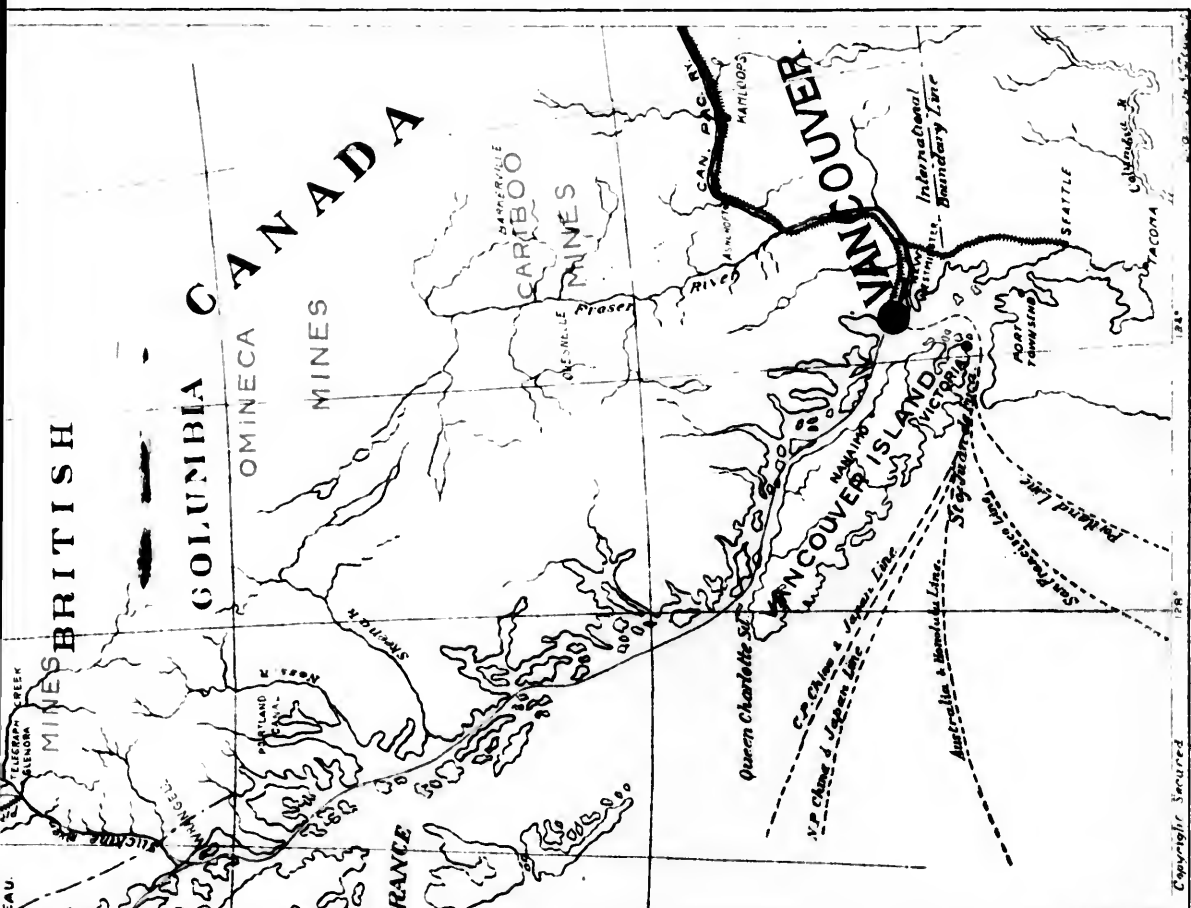
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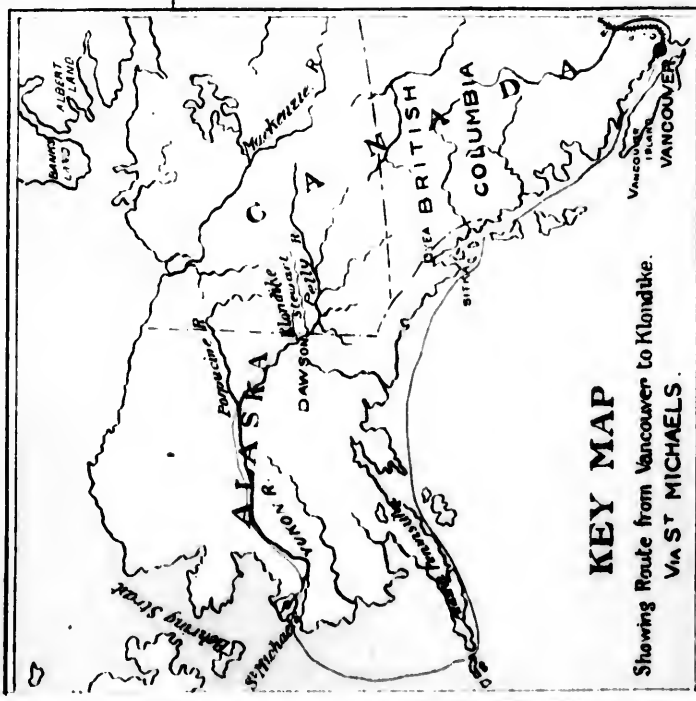
THE BASE OF SUPPLIES.







- (1) STICKINE RIVER - TESLIN LAKE
- (2) TAKU RIVER
- (3) WHITE PASS
- (4) CHILKOOT PASS
- (5) CHILCAT PASS
- (6) CHILCAT PASS AND G BOUNDS TRAIL
- (7) CHILCAT PASS AND DALTON'S TRAIL

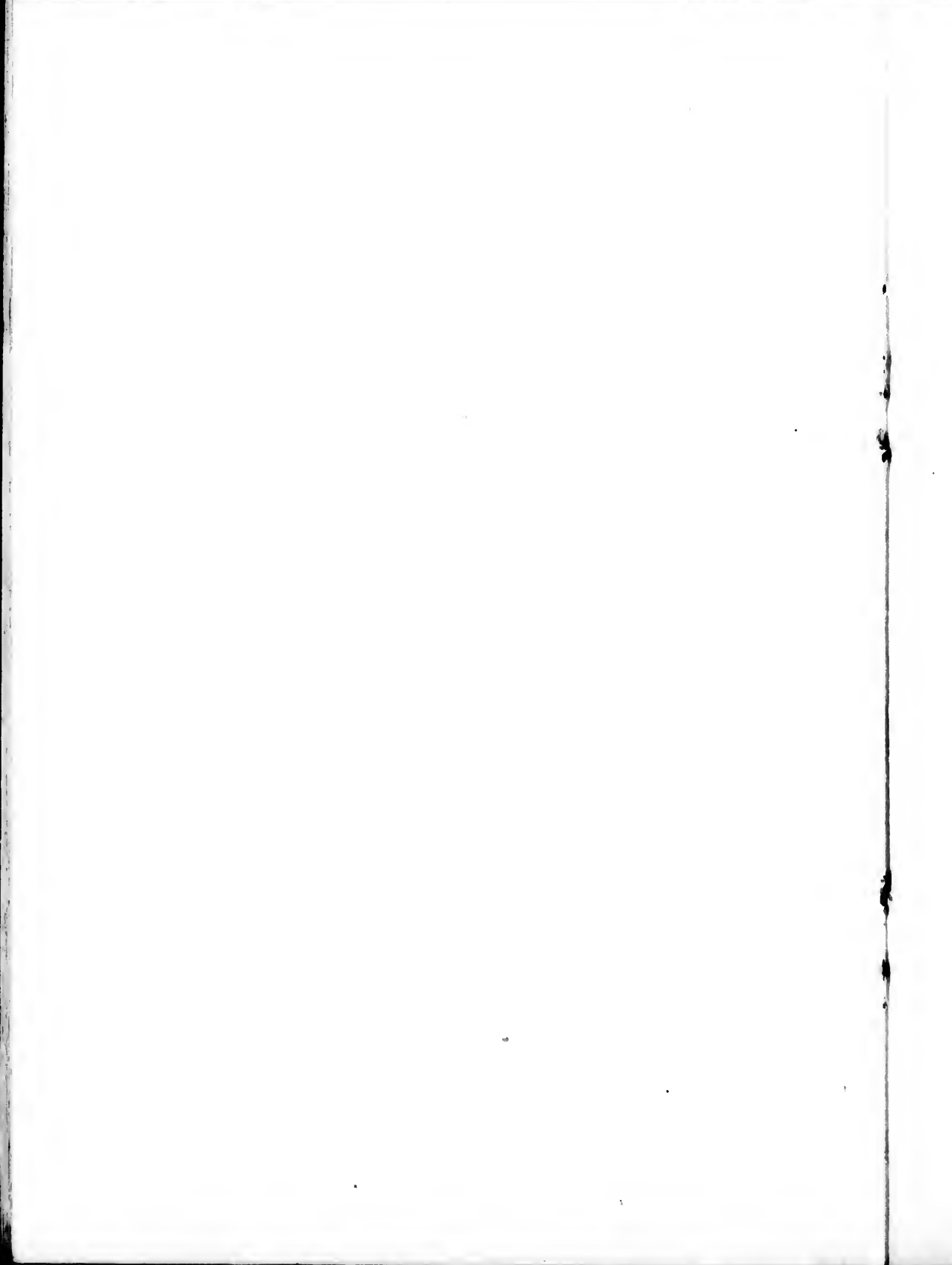


**KEY MAP**

Showing Route from Vancouver to Klondike.  
Via ST MICHAELS.

Prepared & printed by J.P. Grant, Vancouver, B.C.

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the acquisition of this most desirable line as an all-Canadian route to the Yukon, so that we may enjoy as far as possible the benefits that region will bring if we use our rights wisely and well. We have the best end of the Yukon River—that is certain. In going down the Yukon in a steamer recently from Dawson, the first 140 miles was made without any difficulty, and until we got below Circle City there was no trouble. But below that the steamer began to labor, the water got shallower, and the steamers have often been detained on sand bars for weeks. It is a common occurrence to be delayed hours, and even days, on bars and on what is known as the Yukon flats, just below Circle City. Not once is there difficulty of this kind found in our part of the river, but in the Alaska portion it is an every day occurrence for a steamer to stick. I know of one steamer that stuck for three weeks, another that was on a sand bank for four or five days till another steamer came along and bunted her off, and then stuck on the same bar herself—and I don't know how long she stayed there.

The navigation of the Yukon River in the upper part is open from May till the middle of October, while at the mouth it is not open before the 1st of July, and navigation does not last longer than the 1st of October—that is, only from two and a half to three months—and it takes river steamers fourteen, fifteen and sixteen days to get up the river to Dawson. St. Michaels, the headquarters of the river boats, is 80 miles from the mouth of the river, and only in calm weather can the steamers cross that bit of open sea. Of course, this route by way of St. Michaels with its river difficulties is not our road. We have a right to navigate the Yukon; but, as I said before, it is not our route.

Now I will tell you the vessels that are engaged at present navigating the Yukon. The Alaska Commercial Company have two large steamers, the Alice and the Bella, besides smaller ones named the Margaret and the Victoria, the last being named after Queen Victoria, as it was built in the Diamond Jubilee year and launched about the time of the Jubilee. There are also two other small steamers belonging to the company running at the mouth of the river. The North American Transportation and Trading Company have three steamers and contemplate putting on two more next Summer.

### EARLY HISTORY.

Next let me tell you something about the history of the discovery of gold in the Yukon. Early in the '70's an attempt was made to get over to Teslin Lake by Cassiar miners, who learned of the existence of a large lake northward from Cassiar. Several people tried, but unsuccessfully, and returned disgusted. In September, 1872, two North of Ireland men, from County Antrim, named Harper and F. W. Hart, with Geo. W. Finch, who came from the vicinity of Kingston; Andrew Kanselar, a German; and Sam. Wilkinson, an Englishman, left Manson Creek to go on a prospecting trip down the Mackenzie River. Harper, because there had been found gold on the Liard, which empties into the Mackenzie, was under the impression that there was gold on the Mackenzie. He and his friends made their way down to what is known as Half-Way River. There they met a party of men surveying for the Canadian Pacific Railway, and unwittingly helped to drive a spike in our great highway, because they gave their boat to the survey men to make their way up the Peace River. Harper and the others packed their provisions up the Half-Way River and over a two or three mile portage to the waters of the Nelson River, down which they went until they found it safe for the passage of canoes, where they made a cache and proceeded to make three dug-out canoes with which to descend the Nelson.

In 1891 I was sent by the Dominion Government to examine the northeast portion of the Province, and going in the trail followed by Harper, I saw the cache which Harper had told me about in 1887. Well, Harper's party made their way down to the Liard River, where they met two men named McQuestion and Mayo. Wilkinson determined to try his luck on the Liard, and left the others. Harper, Hart, the German and Finch went down the Mackenzie across to the Peel and thence over to Bell's River, an affluent of the Porcupine, and down the Porcupine to Fort Yukon. There Harper saw an Indian who had some native copper which he said came from White River and Harper determined to try for it. Harper, Hart and Finch went 400 miles to White River in September, but did not find the copper. Instead they found some gold as the result of the search. They

found no gold on the Mackenzie. The result of Harper's prospecting he gave to me as follows: On the Nelson, nothing; on the Liard, colors; on the Mackenzie, nothing; on the Peel, fair prospects; on the Bell, nothing; on the Porcupine, colors; and prospects everywhere on the Yukon.

Provisions giving out, they had to make their way down the river to St. Michaels. On his way back Harper saw an Indian with some gold he said came from the Koyukuk.

Inquiry elicited from the Indian the place where he found the gold, and Harper prospected there all Winter, but found nothing. It is now known where the Indian got the gold, which was not at the place he indicated. During the Summer McQuestion made his way up the Yukon and built Fort Reliance, about six and a half miles below the mouth of the now famous Klondike. In the following Summer Harper joined him there and they traded in partnership at that port for many years. The valley of the Klondike was their favorite hunting ground, but they never prospected there, and if they had, in the Klondike itself, they would have found nothing, for it is a swift mountain stream which has washed away all the finer sands and gravel; consequently the gold would sink out of sight, and in those days no prospecting was done but on the bars in the rivers and creeks.

#### BIRCH CREEK AND FORTY MILE.

In 1882 gold was found on the Stewart River by two brothers, by name Boswell, from the vicinity of Peterboro, Ontario. At this time there were only about 30 or 40 miners in the district. A number of Cassiar miners had discovered the river from Lake Lebarge and had done considerable prospecting, finding gold. On the Stewart River the bars yielded fine gold in small quantities. In 1886 Mr. Harper established a trading post, and in the same year some prospectors found coarse gold at Forty Mile.

This took all the miners up to Forty Mile, coarse gold being what every miner is looking for, and the excitement there continued to draw them until 1891, when gold was found on Birch Creek—200 miles below Forty Mile. This discovery was due to a Canadian missionary, Archdeacon Macdonald, of Ft. Peel, travelling through the country from Tenana River, where he found a nugget. He reported the

find to some prospectors whom he met and gave them a description of the place where he had made the find. A search was made, but although the men could not from his description locate the spot—they found gold.

This, of course, boomed Birch Creek, and in 1891 everyone at Forty Mile went down there. One or two creeks are rich, but the best of them cannot begin to compare with the El Dorado or the Bonanza, the tributaries of the Klondike. As an incident I may mention that one experienced man told me that the Birch Creek diggings are only "Chinese diggings" compared with the later discoveries which have attracted such attention to El Dorado and Bonanza. He said he knew of one claim on El Dorado which he would not give for the whole of the Birch Creek district.

Gold was found at the head of Forty Mile. Napoleon Gulch, named after the Frenchman who located it, is rich in nuggets. Franklin Gulch is pretty rich, as are also Davis, Mosquito and Chicken creeks. The last named, discovered in 1896, was considered very rich at the time, this being a few weeks before the discovery of gold in El Dorado and Bonanza. By the United States law a man is allowed to take up a claim 1,320 feet in length, and before any one could get there the few who had discovered it had taken it all up, so that everyone else was shut out.

For some time there was a doubt as to whether some of the creeks upon which gold was found were in Alaskan territory, and in 1896 I was sent in by the authorities to mark the boundary line as I might find it necessary. Miller and Glacier creeks join Sixty Mile, which runs into the Yukon 40 miles above. It was called Sixty Mile because it was believed to be that distance above Fort Reliance. In my survey of the line I found that these two creeks, which are the richest, were in Canada. So far are they in Canadian territory that no doubt as to the location of the boundary line can affect the question, they being at least two miles east of it. So that we can claim these two creeks, which are very rich, without any doubt, and in addition we can claim a much larger region which I will describe.

## DISCOVERERS OF KLONDIKE.

The discovery of the gold on the Klondike, as it is called, although the proper name of the creek is an Indian one, Thronda, was made by three men, Robert Henderson, Frank Swanson and another one named Munson, who in July, 1896, were prospecting on Indian Creek. They proceeded up the creek without finding sufficient to satisfy them until they reached Dominion Creek, and after prospecting there they crossed over the divide and found Gold Bottom, got good prospects and went to work.

Provisions running short they decided to make their way to Sixty Mile to obtain a fresh supply, and went up Indian Creek to the Yukon to Sixty Mile, where Harper had established a trading post. Striking upwards on Forty Mile they came across a man, a Californian, who was fishing in company with two Indians. The Indians were Canadian Indians, or King George men, as they proudly called themselves. Now, one of the articles of the miner's code of procedure is that when he makes a discovery he shall lose no time in proclaiming it, and the man felt bound to make the prospectors acquainted with the information that there was rich pay to be got in Gold Bottom. The two Indians showed a route to this creek, and from there they crossed over the high ridge to Bonanza.

From there to El Dorado is three miles, and they climbed up over the ridge between it and Bonanza, and reaching between Klondike and Indian creeks, they went down into Gold Bottom. Here they did half a day's prospecting, and came back, striking into Bonanza about ten miles beyond, where they took out from a little nook a pan which encouraged them to try further. In a few moments more they had taken out \$12.75. A discovery claim was located, and also one above and one below for the two Indians.

In August, 1896, the leader, generally known as Siwash George, because he lived with the Indians, went down to Forty Mile to get provisions. He met several miners on his way and told them of his find, showing the \$12.75 which he put up in an old Winchester cartridge. They would not believe him, his reputation for truth being somewhat below par. The miners said he was the greatest liar this side of—a great many places.

### FIRST FEVERISH RUSH.

They came to me finally and asked me my opinion, and I pointed out to them that there was no question about his having the \$12.75 in gold; the only question was, therefore, where he had got it. He had not been up Miller or Glacier Creek, nor Forty Mile. Then followed the excitement. Boatload after boatload of men went up at once. Men who had been drunk for weeks and weeks, in fact, were tumbled into boats and taken up without being conscious that they were travelling.

One man who went up was so drunk that he did not wake up to realisation that he was being taken by boat until a third of the journey had been accomplished, and he owns one of the very best claims on the Klondike to-day. The whole creek, a distance of about twenty miles, giving in the neighborhood of 200 claims, was staked in a few weeks. El Dorado Creek, seven and a half or eight miles long, providing 80 claims, was staked in about the same length of time.

Boulder, Adams, and other gulches were prospected, and gave good surface showings, gold being found in the gravel in the creeks. Good surface prospects may be taken as an indication of the existence of very fair bedrock. It was in December that the character of the diggings was established. Twenty-one above discovery on Bonanza was the one which first proved the value of the district. The owner of this claim was in the habit of cleaning up a couple of tubfuls every night, and paying his workmen at the rate of a dollar and a half an hour. Claim No. 5, El Dorado, was the next notable one, and here the pan of \$112 was taken out. That was great. There was then a pan of even greater amount on No. 6, and they continued to run up every day, and you who are down here know better of the excitement there was than I, who was in and didn't see it.

The news went down to Circle City, which emptied itself at once and came up to Dawson. The miners came up any way they could, at all hours of the day and night, some with provisions and some without supplies. On their arrival they found that the whole of the creeks had been staked months before. A good many Canadians who were in their talk out and out Americans, came up to Canadian territory



with a certain expectation of realising something out of this rich ground by reason of their nationality. One of them particularly, on finding that he was too late, cursed his luck and said that it was awfully strange that a man could not get a footing in his own country.

#### “THREE INCH WHITE.”

Another of these men who arrived too late, was an Irishman, and when he found he could not get a claim he went up and down the creek, trying to bully the owners into selling, boasting that he had a pull at Ottawa and threatened to have the claims cut down from 500 to 250 feet. He came along one day and offered to wager that before August 1st they would be reduced to 250 feet. One of the men to whom he had made this offer came and asked me about it. I said to him: “Do you gamble?” His reply was: “A little.” Then I told him that he was never surer of \$2,000 than he would have been if he had taken that bet.

This ran to such an extent that I put up notices to the effect that the length of the claims was regulated by the act of the Parliament of Canada and that no change could be made, except by that Parliament, and telling the miners to take no notice of the threats that had been made.

Jim. White then adopted another dodge, locating a fraction between 36 and 37, thinking that by getting in between he could force the owners to come to his terms, forgetting that the law of this country does not allow any man to play the hog. For three or four days this state of things kept the men in an uproar. I was making my survey, and getting towards 36 and 37; when I got near, I delayed my operations and went up to 36, finding there would be no fraction, or, at least, an insignificant one of inches.

I took my time, and in the meantime the owner of 36 became very uneasy, and White also. I set in a stake down in the hollow until I saw how much fraction there was. I found only a few inches. I was very tedious with this portion of the work, and the man who was with me seemed to have quite a difficulty in fixing the stake. Then I went down with the remark that I would do that myself. I had made it a rule never to let anyone know where there was a fraction until it was marked on the post.

While I was standing by the post Jim White came up to me. He had a long way to go down the creek, he said—and he did not want to wait any longer than was necessary. Well, I said, I can't tell you just yet exactly how much of a fraction it will be—but something about three inches. That is how Jim comes to be known now as "Three Inch White."

#### PROBABLE YIELD OF \$75,000,000.

Bonanza and El Dorado creeks afford between them 278 claims; the several affluences will yield as many more, and all of these claims are good. I have no hesitation in saying that about a hundred of those on Bonanza will yield upwards of \$30,000,000. Claim 30 below on El Dorado, will yield a million in itself, and ten others will yield from a hundred thousand dollars up. These two creeks will, I am quite confident, turn out from \$60,000,000 to \$75,000,000, and I can safely say that there is no other region in the world of the same extent that has afforded in the same length of time so many homestakes—fortunes enabling the owners to go home and enjoy the remainder of their days—considering the work that has to be done with very limited facilities, the scarcity of provisions and of labor, and that the crudest appliances only are as yet available. When I tell you that to properly work each claim ten or twelve men are required and only 200 were available that season, it will give you an idea of the difficulties which had to be contended with.

On Bear Creek, about seven or eight miles above that, good claims have been found, and on Gold Bottom, Hunker, Last Chance and Cripple creeks. On Gold Bottom as high as \$15 to the pan has been taken, and on Hunker Creek the same, and although we cannot say that they are as rich as El Dorado or Bonanza, they are richer than any other creeks known in that country. Then, 35 miles higher up the Klondike, Too-Much-Gold Creek was found. It obtained its name from the fact that the Indians who discovered it saw mica glistening at the bottom, and, thinking it was gold, said there was "too much gold—more gold than gravel."

A fact I am now going to state to you, and one that is easily demonstrated, is that from Telegraph Creek north-

ward to the boundary line, we have in the Dominion of Canada and in this Province an area of from 550 to 600 miles in length, and from 10 to 150 miles in width, over the whole of which rich prospects have been found. We must have from 90,000 to 100,000 square miles, which, with proper care, judicious handling and better facilities for transportation of food and utensils, will be the largest, as it is the richest, gold field the world has ever known. You, Mr. Chairman, may wish to extend that down to the boundary line—but that, of course, I leave to you.

Stewart and Pelly, in the gold bearing zone, also give promising indications. Everywhere good pay has been found on the bars, and there is no reason why, when good pay has been found on the bars, the results should not be richer in the creeks. The Klondike was prospected for 40 miles up in 1887 without anything being found, and again in 1893 with a similar lack of result, but the difference is seen when the right course is taken, and this was led up to by Robert Henderson. This man is a born prospector, and you could not persuade him to stay on even the richest claim on Bonanza. He started up in a small boat to spend the Summer and Winter on Stewart River, prospecting. That is the stuff the true prospector is made of, and I am proud to say that he is a Canadian.

#### QUARTZ LEDGES.

In regard to quartz claims seven have already been located in the vicinity of Forty Mile and Dawson, and there is also a mountain of gold in the neighborhood bearing ore yielding \$5 to \$7 a ton. The question to be considered is whether, with that return, it will pay to work it under the peculiar conditions which exist, and the enormous freight rates charged for the transportation of anything of that kind.

About 40 miles up the river two claims have been located by an expert miner from the United States, who has had considerable experience in Montana and other mineral states, and he assured me that the extent of the lode is such that these two claims are greater than any proposition in the world, going from \$3 to \$11 a ton. On Bear Creek a quartz claim was located last Winter, and I drew up the

papers for the owner. He had to swear that he had found gold; he swore that he did, and the amount, if true, will make it one of the most valuable properties that exists in the country.

On Gold Bottom another claim has been located, and I have made a test of the ore. I had no sieve and had to employ a hand mortar, which you who know anything of the work will understand would not give the best results. The poorest result obtained, however, was \$100 to the ton, while the richest was \$1,000. Of course I do not know what the extent of the claim is, but the man who found it said that, from the rock exposed, the deposit must be considerable in extent. He didn't know whether the exposure was the result of a slide, but said that it would be an easy matter to find the lode. About 30 miles up the Klondike another claim was located, and the man swore that it was rich, although he would not say how rich.

#### MOTHER LODE UNFOUND.

On El Dorado and Bonanza the gold obtained on the different benches has about the same value, that is it has about the same degree of fineness, and is worth about \$16 per oz., and as you go down the creek this value decreases to about \$15.25. From that point, however, it increases again, and from this the inference appears to be plain that the same lode runs right across the region that these creeks cut through, which is proved still more surely by the fact that the value increases as you strike Hunker, and in the other direction Miller and Glacier. The nuggets found in El Dorado show no evidence of having travelled any great distance, and some I have are as rough as though they had been hammered out of the mother lode.

The mother lode is yet to be found in the ridges between the creeks, and when it is discovered it may be found to consist of several large lodes or a succession of small ones that may not pay to work.

On Stewart and Pelly rivers some prospecting has been done and gold found, and on the Hootalinqua in 1895 good pay was discovered and the richness of the gold increases as work is continued further down. Some men, working 15 feet down, found coarse gold, when the water drove them

out and they had to abandon the work and come out determined to return but they did not go back, as in the meantime the Klondike excitement knocked that place out.

Gold has been found at the head of Lake Lebarge, on the stream flowing into the lake at this point; in fact there is gold everywhere in this zone, which is 500 miles long by 150 wide. Prospects, too, are to be found on the Dalton trail on the other side of the Yukon River. A man riding along the Altsek trail was thrown from his horse and in falling caught at the branch of a tree. As he drew himself up he saw something shining on the rock which fixed his attention at once. He picked it up and found that it was gold. Other excellent prospects have also been found along the same creek. From these circumstances and discoveries it may be assumed that in all this country there is gold, while in this particular zone it is especially abundant. This zone lies outside of the Rocky Mountains and distant from them about 150 miles.

#### COAL, COPPER AND TIMBER.

Another product of the country that demands attention is copper. It is doubtless to be found somewhere in that district in great abundance, although the location of the main deposit has yet to be discovered. Mr. Harper was shown a large piece of pure copper in the possession of the Indians—indeed I have seen it myself. It comes from the vicinity of the White River somewhere—just where has yet to be disclosed. Silver has also been found, and lead, while to work our precious metals we have coal in abundance. It is to be found in the Rocky mountains or, rather, the ridge of high mountains running parallel to them in the interior. A deposit of coal in this range runs right through our territory. At two points near Forty Mile it also crops out, in one place only about 40 feet from the River Yukon. Further up the Yukon, on one of its many smaller feeders, at Fifteen Mile Creek and on the head of the Thronda, there are also outcroppings of coal. On the branches of the Stewart and on some of the five fingers of the Yukon, coal is also exposed. In fact there is any amount of coal in the country with which to work our minerals when we can get in the necessary facilities.

Regarding the surface of the country and the difficulties of prospecting I may say that passing down the river in a boat one sees a succession of trees, ten, twelve, fourteen and sixteen inches in diameter, and he naturally comes to the conclusion that it is a well timbered country. And so it is, along the margin of the river. But let him land, and go inland and he will find the ground covered with what is locally known as nigger grass. This is a coarse grass, which each year is killed and falls, tangling in such a way as to make pedestrian progress all but impossible, tripping one up every few feet. It is, as might be imagined, a most difficult thing to walk through this grass, great areas of which are found all through the district. And where these areas are found the miners avoid them as they would the plague.

For the rest of the country the rocks are covered with one to two feet of moss—and underneath, the everlasting ice. On this a scrubby growth of trees is found, extending up to the mountains. It is this which appears to those passing down the river in boats to be a continuation of the good timber seen along the banks. Timber that is fit for anything is scarce, and we should husband it carefully. Our timber has built Circle City. Our timber has served all the purposes of the upper Yukon country. A large amount of timber is required, and what we have we should keep for our own use, particularly as the ground has to be burned to be worked.

Above the timber line you come to the bare rocks—the crests bare save where clothed with a growth of lichen on which the cariboo feed. There is no timber in the way here—no moss and no brush. The miners, in travelling, consequently keep as close to the top of the ridge as possible.

#### HOW THE MINERS PROSPECT.

Prospecting necessarily has to be reserved for the Winter. First the moss has to be cleared away, and then the muck—or decayed rubbish and vegetable matter. The fire is applied to burn down to bedrock. The frost in the ground gives way before the fire, ten, twelve, or perhaps sixteen inches a day. The next day the fire has to be applied again, and so the work proceeds until the bedrock

is reached. It may be 20 feet or so below the surface, in which case it is usually reached in about 20 days. Through this trees have been found in every position, as they have fallen and been preserved as sound as ever in the everlasting ice. Having burned down to bedrock and found the paystreak, you start drifting.

If you have a depth of 20 feet you may be able to go down two feet and no further, and must put down another drift. Very few people have the good fortune to succeed with one shaft; prospecting holes as many as 20 or 30 must be dug until you cut the whole valley across before you find pay. The next man may strike it at the first hole.

To give you an instance: One man put down 11 holes and didn't find anything, and yet other men had confidence enough in the claim to pay \$2,500 for a half interest in it, knowing that the owner had put in 11 holes and found nothing, a fact which will go to prove the character of the country.

After you have worked until April or May the water begins to run, and the trouble is that the water accumulates and you cannot work, as it puts out the fires which have been used to thaw out and soften the ground. Then the timber is prepared and the sluice boxes put in.

#### NOT ALL MILLIONAIRES.

In one clean-up 80 pounds avoirdupois of gold was taken out, or a total value of about \$16,000. When you consider that the securing of this amount took the united labors of six men for three months, you can understand that there is considerable cost connected with the operations.

One man, who owns a claim on El Dorado and one on Bonanza, has sold out, so it is said, for a million dollars; he went into the country a poor man with the intention of raising sufficient money to pay off the mortgage on his place. He has, I believe, not only done so, but paid off those of all his neighbors.

Although these creeks are rich, and, as I have told you, more men have made homestakes there than anywhere else in the world, I do not wish you to look only on the bright side of the picture. An American from Seattle came in in June, 1896, to the Forty Mile with his wife, with

the intention of bettering his condition. They went out again last July with \$52,000. I was well acquainted with this man, a very decent, intelligent man. He told me one day that if he could remain in this country from three to five years and go out with \$5,000 he would consider himself lucky. He has gone out with \$52,000, and after the prospecting he has done, a little in the middle and at the end of the claim, he believes that he has \$500,000 there.

On the other hand, however, a Scotchman named Marks has been in there for 11 years. I had known him well, and once last Fall when he was sick I asked him how long he had been mining. His reply was 42 years—in all parts of the world, except Australia. In reply to the question as to whether he had ever made his stake, he had never yet made more than a living, and very often that was a scanty one. This, of course, is the opposite extreme. I could quote scores of cases similar to that, so that I would not have you look too much on the bright side.

There are men in that country who are poor, and who will remain so. It has not been their "luck," as they call it, to strike it rich. But I may say that that country offers to men of great fortitude and some intelligence and steadiness an opportunity to make more money in a given time than they possibly could make anywhere else. You have, of course, a good deal to contend with; your patience will be sorely tried, for the conditions are so unique that they have surprised many who have gone in and they have left in disgust.

#### SALOONS AND MINERS' MEETINGS.

When I was in that country first, everything was well regulated and orderly, the miners attended to their business; they did not know anyone, and if a man kept himself pretty fair in his dealings there was no danger of trouble, but a few years afterwards saloons came into vogue, and many of the old miners stayed around them all day. The saloon-keepers were their partners, and miners' meetings began to be recognised, which were attended by the saloon-keepers and the loafers. They carried things just to please themselves, and great injustice was sometimes the result. As a consequence of these decisions miners' meetings came



into disrepute, and as soon as the police came in they were looked upon as unnecessary. To furnish you with an instance: A tailor sued a barber for the sum of fifty cents, which he claimed the latter owed him. The barber objected to paying the amount and appealed for a miners' meeting, which decided that instead of the barber owing the tailor 50 cents, the tailor must pay the barber \$1. The latter was naturally surprised at the result, and in answer to the verdict of the meeting, he said rather than pay the amount he would float down the river on a saw log and get away. The men who formed the meeting were helpless; they could not find anyone who would pay, and they knew that as the Mounted Police were in there their decision would fall to the ground, and they had to admit themselves beaten.

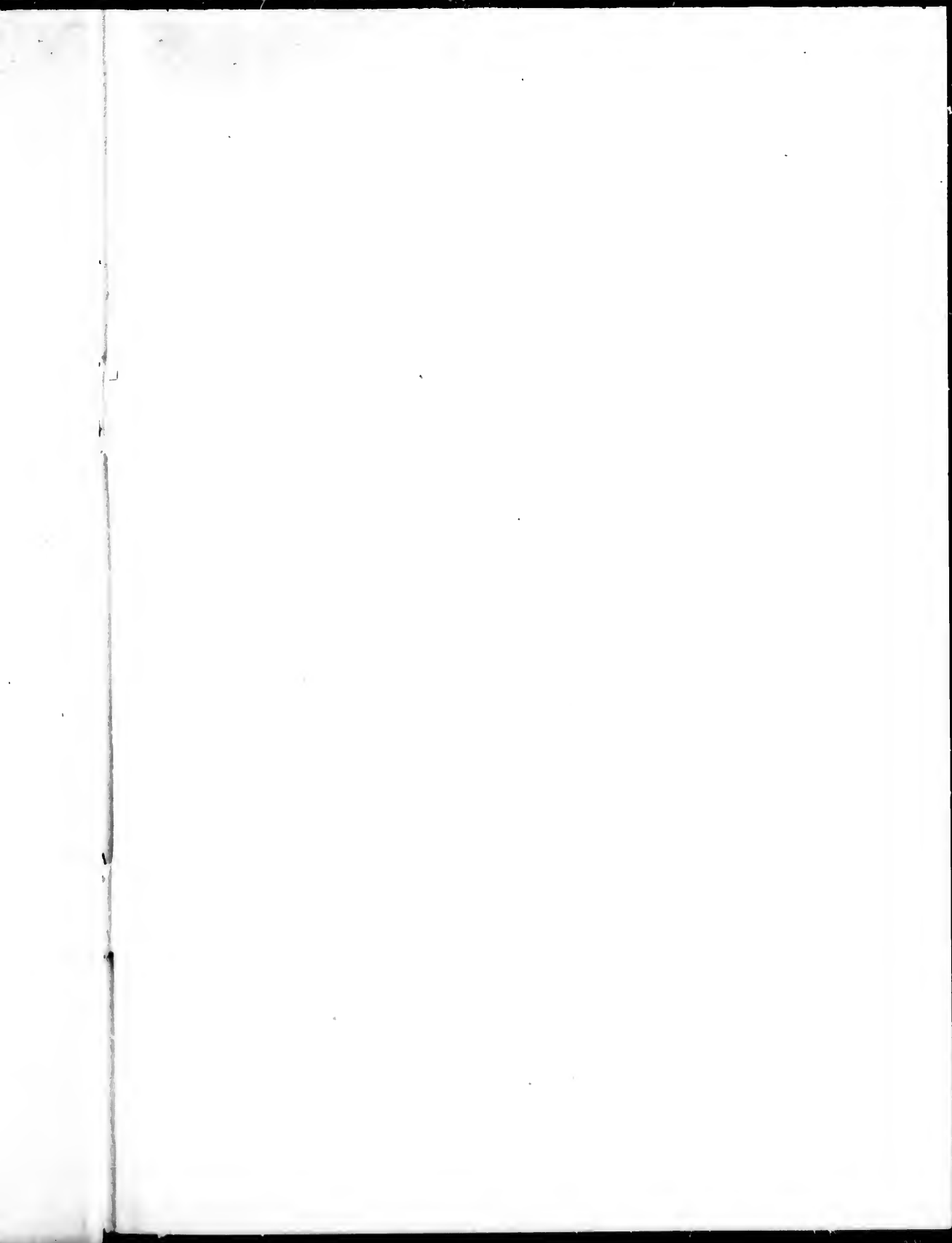
These and other instances completely knocked them out, but perhaps the next case I will tell you of will show you more plainly something of what was tried to be done. In the first place, after the discovery of Bonanza the miners all staked claims, and of course some who failed to obtain locations were disappointed, and a meeting was held at which it was decided to resurvey the claims, stating they were too long. They cut a rope, which it was alleged was 50 feet long, and sent men up to re-measure the claims. They cut down some of the claims to 400 feet, to 350 feet and even 300 feet, putting in new claims, which they located themselves upon, it being, of course, desirable for their own interests if they could manage it, to secure the intervening space between claims like 16 below, which were known to be so rich. The result was confusion, the original owners were shoved off their workings, no one knows where, to work.

#### THE LAWS OF CANADA.

As the authorities took no action, some of the men came to me. I said I had no authority and told them to go to the agent. They said they had been to him and he would not do anything, so at last I said if they would get up a petition and ask me to survey the claims I would undertake to do it for them. I drew up the petition for them, and enough of each side signed it to enable me to feel justified in going to work. I surveyed the claims and threw out

those interpolated claims altogether, much to the disgust of the miners who had called the meeting. Some of them made dire threats and said they were going to have my survey thrown out, but when I got up to where they were I found they were very lamb-like. Finally a number of them waited upon me to see if they could not put in a protest against my decision to Ottawa. I said I would help them all I could to enter that protest and would draw up the petition and send it to Ottawa for them. I asked them why they didn't go and see the agent, to which they replied they knew he would do just as I said, and I replied that if they went to Ottawa they would find themselves even in a worse position in that respect. After we had talked quite a while I finally said to them: "Gentlemen, the worst feature of this case is the position in which you are yourselves." They asked me what I meant, so I explained to them that they had rendered themselves liable to punishment for a misdemeanor, the penalty for which was a fine of \$300, imprisonment for three months or so, and that they were also indictable for perjury, which I explained to them was by Canadian law a very serious crime, which rendered them liable to fourteen years in the penitentiary. They asked me why this was and I went on to point them to the clause which provides that anyone who cuts down a stake is guilty of misdemeanor, and read them the penalty, telling them they had swept away all the posts on 43 claims, and if they came before me I would both fine and imprison them. I then explained their position in regard to the perjury they were guilty of according to their certificate of record, and since then miners' meetings are past and done with.

We have in that north country a vast region comprising from 90,000 to 100,000 square miles of untold possibilities. Rich deposits we know to exist, and all may be as rich. We know now that there is sufficient to supply a population of 100,000 people, and I look forward to seeing that number of people in that country within the next ten years. It is a vast inheritance. Let us use it as becomes Canadians—intelligently, liberally, and in the way to advance our country, Canada. Let us use it as becomes the off-spring of the Mother of Nations.



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